

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. BOX 2391  
DENVER 1, COLORADO

News Letter No. 25

The September meeting of the Rocky Mountain Railroad Club will be held on Wednesday, September 13, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be: COLORADO'S STREET RAILWAYS AND INTERURBAN LINES, an illustrated talk about the many trolley and interurban lines that used to operate in Colorado. The commentary will be given by Ed Haley, assisted by Dick Kindig and Dick Ronzio. Slides will be shown covering the lines that served Aspen, Boulder, Colorado Springs, Cripple Creek, Denver, Durango, Fort Collins, Grand Junction, Greeley, Pueblo, and Trinidad, and will include slides of the not-so-well known Yule Electric and Denver & South Platte. The 35mm slides include many very old and rare photos from many collections, including the State Historical Society and Western History Collections.

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Those of you who are familiar with the Pennsylvania Railroad Company may be interested to know that their employees magazine "The Pennsy" is now available to the general public. Subscriptions are \$2 per year for this magazine, published every other month. Send your money to: The Editor, The Pennsy, Room 1234, Transportation Center, Six Penn Center Plaza, Philadelphia 4, Pennsylvania.

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The Great Western Railway is anticipating using four of their steam locomotives again this Fall. Use of these locomotives is proportionate to the magnitude of sugar beet traffic. It is now anticipated that the sugar beet "campaign" will begin about the second week in October, but this will depend a lot on the weather. The campaign and consequent use of steam power usually lasts until January. Steam locomotives work only during the "campaign" months, while the diesel units take over during the rest of the year. The four engines in working order are Nos. 51, 60, 75, and 90. No. 51 is a 2-8-0 built by Baldwin in 1906; No. 60 is a 2-8-0 built by American Locomotive Works in 1937; No. 75 is a 2-8-0 built by Baldwin in 1907; and No. 90 is a 2-10-0 built by Baldwin in 1924. There are no set schedules for any of the runs to the various sugar mills, the engines being called into service as needed.

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We are now about to close the sales book of the "Pictorial Supplement to Denver, South Park & Pacific". There are only about 60 copies remaining to be sold, out of the 4,000 printed, and orders are coming in every day.

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Those of you who attended last month's meeting and heard the lecture on Japan's railroads may be interested in knowing that the Japanese National Railways is building a rail line between Tokyo and Osaka that will provide the world's speediest train service. Passenger trains will operate at speeds up to 125 mph and freight trains to 90 mph on the new \$548-million line. The new railway will be electrically powered and of standard gauge throughout its 311 miles.

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Be sure to read the September, 1961, issue of "Trains" magazine for an informative article on the narrow-gauge Mikados of the D&RGW. The "spread" was prepared by our illustrious Past-President, Mr. R. H. Kindig, and covers the subject very thoroughly.

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Colorado & Southern's narrow gauge caboose #1006, on display at Silver Plume, has been recently renovated. The C&S provided the materials, and a few devoted members of the NMRA provided the labor. The caboose was put up on rails, new doors and windows added, and the entire inside and outside was painted.

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In a single decision covering eight cases, which have accumulated since 1958, the Interstate Commerce Commission has upheld the railroads' position on Plan III and Plan IV piggyback rates, which had been protested by highway and waterway carriers. Under Plan III, railroads carry trailers owned or leased by shippers on railroad-owned flat cars, at a flat rate per mile ... under Plan IV, railroads carry trailers owned or leased by shippers on flat cars also owned or leased by shippers, at a flat charge per car.

The commission found the rates and charges under the two plans "are the end result of an effort by the respondent railroads to regain traffic lost mainly to non-regulated carriage and to maintain their position as a strong partner in the national transportation system."

While the decision resolves conflicting recommendations by examiners in the cases, it doesn't dispose of a recommended report by an examiner to the Commission in other cases involving rates for the transportation of automobiles in piggyback service in Central, Southern and Southwestern territories. In the latter cases the examiner said the proposed rail rates would result in "destructive competitive practices and contravention of Congressional policy." If the Commission accepts this recommendation, it would result in railroads being unable to recover a large part of the automobile business which they lost to the truckers.

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D&RGW Joke: A new foreman had been hired at the railroad shops, named John Dodgin, but as yet none of the men had seen or met him. As he walked through the facilities he saw a small group of men sitting on a bench, so he stopped to chat and was asked who he was.

"I'm Dodgin, the new foreman," he replied.

"So are we, sit down and have a smoke," said one of the men.

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